

The Hongkong Telegraph.

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NEW SERIES No. 5755

號九十二月三年四十三緒光

WEDNESDAY, APRIL 29, 1908.

三拜禮 號九十二月四英曆

\$50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 10,000,000
RESERVE FUNDS 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. CHEFOO.
KORR. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOVANG.
HONOLULU. MOKDEL.
BOMBAY. TIENTUNG.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed deposit—
For 12 months 4 1/2 per cent.
" 6 " 4 " "
" 3 " 3 1/2 " "
TAKAO TAKAMICHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,350,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,350,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 1/2 per cent. per annum.
" 6 " 4 " "
" 3 " 3 1/2 " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society).
ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (G. 3,750,000).
RESERVE FUND Fl. 5,278,375 (about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherbon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 1/2 per cent. on daily balances.

Fixed Deposits 12 months 4 1/2 per cent.
" 6 " 4 " "
" 3 " 3 1/2 " "

J. L. VAN HOUTEN,
Manager.
Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000

STERLING
£1,500,000 at 2/—=\$15,000,000
Silver \$13,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. Henry Keswick, Chairman.
E. Goetz, Esq., Deputy Chairman.
E. G. Barrett, Esq., E. Shellim, Esq.,
G. Friesland, Esq., R. Shewan, Esq.,
A. Fuchs, Esq., H. A. W. Slade, Esq.,
G. S. Gubbay, Esq., H. E. Tomkins, Esq.,
G. R. Lehmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 23rd April, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [27]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

(INCORPORATED BY ROYAL CHARTER, 1853)
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

JOHN ARMSTRONG,
Manager.
Hongkong, 6th January, 1903. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Oolcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [30]

Posts.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI.....	{ DELTA Capt. C. L. Daniel	About 30th April.	Freight and Passage.
MOJI, KOBE & YOKOHAMA	{ CANFIA Capt. O. Jones, R.N.R.	About 7th May.	Freight only.
LONDON, &c., via usual Ports	{ DEVANHA Capt. T. H. Hyde, R.N.R.	2nd May.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ NORA Capt. G. Philipps	About 6th May.	Freight and Passage.
SHANGHAI & HANKOW.....	{ CAYLON Capt. G. W. Babot	About 9th May.	Freight and Passage.

For Further Particulars, apply to F. J. ABBOTT,

Acting Superintendent.

Hongkong, 29th April 1908.

Intimations.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF
SLAZENGER'S AND BUSSEY'S
TENNIS RACKETS.
\$8.00 to \$20.00 each.

TENNIS BALLS.
\$10.00 per dozen.

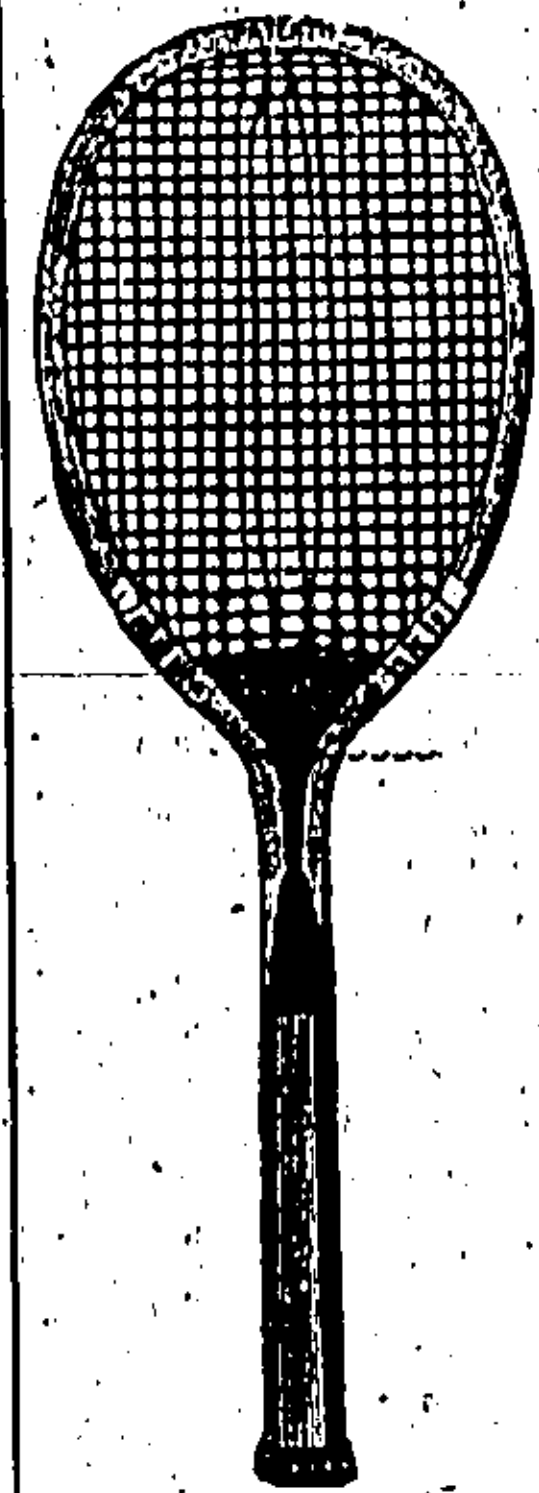
TENNIS NETS & POSTS.
MARKERS, NET REGULATORS.

COURT MARKERS.

RANSOME'S
LAWN MOWERS.

TENNIS SHOES.
\$6.50, \$8.50 and \$10.50 per pair.

LANE, CRAWFORD & CO. [38]



Telephone No. 75.

CHAMPAGNES, SHERRIES, MARSAIAS, MADEIRAS, PORTS, CLARETS, BURGUNDIES, ALES, BEERS & STOUTS.
HOCKS & MOSELLES, BRANDIES, GINS, WHISKIES, VERMOUTHS, BITTERS, LIQUEURS.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,
16, Queen's Road Central.

Hongkong, 11th April, 1908. [40]

THE CITY OF PARIS, PARISIAN DRESSMAKERS AND COURT MILLINERS.

2, PRADER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked Another Lot of
NEW SPRING GOODS.

Direct from Paris. [41]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons,
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 509 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 3rd May.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M. A Military Band will play selections of Music during the trip.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to each Room.

Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.

Telegraphic Address:

"CHEF" HONGKONG.

Telephone No. 84.

O. E. OWEN,

Proprietor.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN),
SHAMEN, CANTON,
ON THE BRITISH CONCESSION,
H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO)
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAIN TERMINUS—Tel. 66.

For Terms, &c., apply to the

MANAGER.

Hongkong, 11th April, 1908.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. [3]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL.

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—
THE MANAGER & AGENT

Mails.

NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Leor	About FRIDAY, 1st May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"YORCK" Capt. J. Randermann	WEDNESDAY, Noon, 6th May.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BURLIN" Capt. H. Förmes	About WEDNESDAY, 6th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leor	THURSDAY, 5 P.M., 21st May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th April, 1908.

[8]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	11th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	AUSTRE LIEN	Verron	12th May, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	TOKI	Charbonnel	25th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	YARRA	Sellier	26th May, 1 P.M.

Transshipment of the Co's Steamers at Singapore for Batavia; Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

J. MILLET,
AGENT,

QUEEN'S BUILDINGS.

Hongkong, 28th April, 1908.

[14]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 26th March, 1908.

[17]

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Own Wharf near Wing Lok Street. Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 28th March, 1908.

[21]

Dentistry.

TSIN TING.
LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILL STREET.

REASONABLE FEE.

Consults for Free.

Hongkong, 28th March, 1908.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 28th April, 1908.

(2)

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Intimation

No. 1 DOCK.	No. 2 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lobbers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[19]

Shipping—Steamer.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half April	JAVA	Second half April
TJIMAH	JAVA	Second half April	AMOY	First half May
TJIPANAS	JAVA	First half May	SHANGHAI	First half May
TJIKINI	JAVA	First half May	JAPAN	First half May
TJILATJAP	JAVA	Second half May	SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,
Hongkong, 21st April, 1908.

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Intimation.

IMPERIAL BREWING COMPANY,
LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.
BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

[45]

Hotel.

KAMAKURA KAIHIN IN
HOTEL,
KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—

Hongkong, 24th April.

E. APPEL, Manager.

[48]

THE DUKE OF DEVONSHIRE

AN APPRECIATION OF THE GREAT
STATESMAN.

It is not to-day nor to-morrow that the true appreciation of this great servant of the public will be written. With his name have been connected during the past half-century those of campaigns on the fields of politics and of social progress, some of whose echoes have not yet died away, some with bitter memories; yet most of them too close for us to judge accurately of their final worth in the sum of things done. Yet this much may be said at once of him, that whether the people of Great Britain agreed with him or not, there was not a man in the three kingdoms or in the Empire who did not respect him.

Although, after a period of stress and strain (of which we can learn something from the Life of Lord Granville, and from Lord Clarendon's "Modern Egypt"), during Mr. Gladstone's 1850-55 Administration, the duke severed his connection with the Liberal Party, yet no man either said or wrote or thought that he acted thus from any but the highest and most conscientious motives. To have argued otherwise would, indeed, have been a confession of complete ignorance of his character; for if ever there was a man of great possessions whose sense of public duty was overwhelming, and whose personal inclinations were never suffered to interfere with his conception of public service, that man was the late Duke of Devonshire.

THE FOUNDER OF LIBERAL UNIONISM.

My first recollection of him was in 1886, when he and Lord Goschen were making plain to the people of this country the dangers of Mr. Gladstone's Home Rule proposals, and laying the foundation of the great Liberal Unionist Party that has been such a tower of strength to Unionism ever since. But that was thirty years after he had taken his seat for North Lancashire in the Whig interest, twenty years after his first Cabinet appointment, and ten years after he became leader of the Liberal Party on the withdrawal of Mr. Gladstone into temporary retirement.

Twenty years more have passed since first I saw him, during which time he had filled many, and had been offered yet more, posts of the highest responsibility in the service of the Crown and of his countrymen.

Whether in public or in private, he always created exactly the same first impression—that of a man of unflinching integrity and of adamant purpose. You could not leave a mass meeting where he had been speaking, or a deputation which he had received, without feeling that you were in full possession of this man's thoughts and intentions—however little you might agree with them. And, truth to tell, people left his presence a little bit surprised. Outwardly slow and apparently sleepy, they were inclined to imagine that the wisdom which they had come to seek might not be forthcoming, or that the information which they desired to impart would not be assimilated. So deceptive are appearances, as these very people would be the first to admit. For the duke seldom or never made a speech that failed of its purpose, or replied to a deputation in that solid, cautious way of his without making his audience feel that their evidence had been gravely weighed by an upright judge.

Nor was it only strangers that were deceived by his apparent lethargy. Even his colleagues in Council were occasionally startled by his lapses into activity when they imagined his thoughts to be elsewhere. I remember hearing of a long technical discussion that was taking place during the Boer war on the subject of ordering some guns from Messrs. Krupp. The statesmen assembled could not make up their minds; they argued the pros and cons; they could arrive at no decision. Of a sudden the duke stirred, and a deep voice said: "Do you want more guns?" All: "Yes." "Can you get them anywhere else?" All: "No." "Then you must get them from Krupp," Tableau.

There is not a great deal in the story, but I think it thoroughly characteristic of this down-right duke, whose judgment was slow but sound.

MANY ACTIVITIES.

He will be missed in every circle of society, for he belonged by inclination to no clique. Derbyshire will miss him as the greatest squire of the county, and one to whom the business of a country gentleman was a duty and a pleasure. Newmarket will miss one of the oldest patrons of the turf, whose delight in racing for sheer love of the animals and of the sport made him a favourite wherever he went. Cambridge University will mourn the loss of a Chancellor of fifteen years' standing; and large Irish estates will deplore the death of a generous and popular landlord. But, most of all, public affairs will miss the Duke of Devonshire, whose disinterested character and ripe experience gained for him the respect of all men and enriched him with a following such as no other man in public life commands today.

To the end he was fearless and independent, careless of all but principle. His persistent and valiant adherence to Free Trade doctrine estranged him, for the second time in his long and distinguished career, from the party to which he had given faithful service; but he never forfeited a friend on either occasion. Such is the tribute that is paid to character in England.

"Tutus Cavendo" is his family motto, and such was the guiding instinct of his life in business and politics. He never made up his mind in a hurry, and therefore he never changed it. He was a rock in counsel and as firm in friendship; unemotional, steadfast; never flurried.

Only once do I remember seeing him really taken aback. It was by Li-Hung Chang. The duke asked the Celestial statesman to come and shoot grouse with him at Bolton. "Replied Li: 'Tell his grace I only shoot rebels.'"

Daily Mail.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship "BRISGAVIA" Captain Girstenbrau, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of May, will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd April at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong, 24th April, 1908.

[44]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SUMATRA" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent,

Hongkong, 24th April, 1908.

[7]

S.S. "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex S.S. "YARRA" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 4th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th May, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 4th May, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,

Agent.

Hongkong, 27th April, 1908.

[12]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 27th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected by me in any case whatever.

Bills of Lading will be countersigned by the Undersigned.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, 27th April, 1908.

[10]

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature is so open, is watched by the keenest eyes, and the most delicate instruments are used to detect the smallest deviation from the normal state. It is in this way that the most wonderful discoveries are made, and the most valuable knowledge is gained. The discovery of the new method of treating the various forms of cancer, which has been made by the late Dr. J. H. Watson, is a case in point. This method, which is now being practised in the various hospitals of the world, has already saved the lives of many thousands of people who were formerly doomed to a painful and lingering death. The discovery of the new method of treating the various forms of cancer, which has been made by the late Dr. J. H. Watson, is a case in point. This method, which is now being practised in the various hospitals of the world, has already saved the lives of many thousands of people who were formerly doomed to a painful and lingering death.

THERAPION

which is certainly a great discovery, and one which will be of great value to the world. The discovery of the new method of treating the various forms of cancer, which has been made by the late Dr. J. H. Watson, is a case in point. This method, which is now being practised in the various hospitals of the world, has already saved the lives of many thousands of people who were formerly doomed to a painful and lingering death.

Said by a German.

[4]

Intimation.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

ABSOLUTE NOVELTIES.

Organdi Muslins : Bordered Robes : Figured Voiles :

THE HOUSE FOR LATEST FASHIONS.

Mercerised Lawns : Stripe Zephyrs : Costume Linens :

DAINTY FABRICS FOR PRESENT WEAR.

Wm. Powell, Ltd.,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.
Hongkong, 28th April, 1908.

Intimations.

THE CHAMBER OF MINES LABOUR IMPORTATION AGENCY, LIMITED, having been placed in voluntary liquidation, the business, assets and liabilities of the aforementioned Agency have been taken over by **THE WITWATERSRAND NATIVE LABOUR ASSOCIATION, LIMITED.**

All accounts in future to be rendered in the name of the above mentioned Association.
H. W. KEMPSTER,
General Manager in Charge.
Hongkong, 28th April, 1908. [452]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.
Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [352]

WHERE ARE YOU GOING?

WHY, TO CHAZALON & CO.,
6, QUEEN'S ROAD, CENTRAL.

Where I am sure to find the best
FRENCH BONBONS, LIQUEURS, BURGUNDY, BORDEAUX, CHAMPAGNE and CLARET.
Hongkong, 20th January, 1908. [53]

50 PER CENT LESS.

WE WILL SELL OUR ENTIRE

STOCK OF BIOCYCLES and ACCESSORIES

at 50 % less than usual

prices for one week only,

to clear our old stock

and make room for our

new shops at Nos. 33 &

35, Des Voeux Road.

Begin from TUESDAY, the 3rd

MARCH.

Remember we will Remove to our

Shops on the 7th inst.

DRAGON CYCLE DEPOT,

11, D'AGUILAR ST.

Hongkong, 2nd March, 1908. [64]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) in which doctors give many names, but which few of them really understand. It is simply weakness—breakdowns, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what ails a broken-down system in all such cases is *increased vitality*—ignorance to those of those morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of

THE NEW FRENCH REMEDY THERAPION No. 3

than by any other combination, being as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE THERAPION LAMP OF LIFE

LIGHTED UP AFRESH.

A new existence imparted in place of what had so lately seemed worn-out, "used up," and valueless. This wonderful medicine is purely vegetable and innocuous, is agreeable to the taste—suitable for all constitutions and conditions, is easily taken and its effect is to induce a state of disease or derangement, whose main features are those of debility, that will not be speedily and permanently remedied by the ordinary means of medicine.

THERAPION

is sold by Chemists and Druggists. It is the principal remedy for all the above-mentioned ailments. It is a French preparation, and its name is THERAPION. It is a French preparation, and its name is THERAPION. It is a French preparation, and its name is THERAPION.

Sold by all Chemists.

SIRI POLICEMEN AND CHINESE COOLIES.

ALLEGED MALTREATMENT.

An article which appears in a recent issue of our esteemed contemporary—*The Saturday Review* (Shanghai)—concerns the alleged maltreatment of Chinese coolies by Sikh policemen at that port, applies as well to some of our Sikh constables in this Colony, whose behaviour towards the ignorant coolie is by no means lenient and not always in accordance with the law. Thus our contemporary:—We have many times alluded—both by word and picture—to the maltreatment of coolies by the Sikh police. During the past week we have again witnessed several instances of this rough handling, and in one case we have thought it our duty to communicate direct with the powers that be. In another column we publish an article on the London policeman, whom the author rightly describes as one of the most wonderful men in the world. Chief amongst his qualifications is that unfailing courtesy towards all but evil-doers with which many of us are so familiar. While making every allowance for lack of knowledge of the coolie's language on the part of the Sikh, and for the extraordinary impetuosity on the part of the coolie, together with his ignorance of the Sikh speech, we submit that there is nothing gained by the extraordinary methods pursued by many of our turbaned custodians of law and order. Because a coolie happens to take the "wrong" side of the road—which is, of course, his, and many other people's "right" side—in a thoroughfare empty of other traffic at the moment, there is no necessity to seize him, unwrap his queue and hike him over to the "left" side, upsetting his barrow and obstructing all foot traffic meanwhile. This sort of thing incites a detestation of the police on the part of the bulk of the inhabitants of this Settlement which—to say the least of it—is not conducive to that maintenance of law and order which they are supposed to enforce.

CONFUCIUS' TOMB, THE "MECCA OF CHINA."

A new guide book buries this laconic paragraph among its descriptions of the German port of Tsingtau and of about fifty routes in the Shantung province of China:

"At Tsingtau, on passports and cards presented to Duke Kung, permission is granted to visit the temple and tomb of Confucius."

Many known tombs were very old before that Duke Kung was built, but there is no doubt that Duke Kung can show a longer pedigree than any other person. He is the latest in the line of the descendants of Confucius, and the family has lived for seventy-seven generations in the very place where the illustrious Chinese philosopher was born and died.

The remarkable history of this family is due largely to the attitude of the Chinese toward the descendants of the great teacher. The family is the only example of hereditary aristocracy in the empire. The head of the house is an independent nobleman, ranking next to the imperial family, supported by the state on the rentals derived from nearly 200,000 acres of land, and distinguished by various special honours and privileges. The governor of the province of Shantung, in the western part of which Confucius was born, is required to prostrate himself nine times when he pays his respects to the duke, but the few Europeans who have visited the place have been simply and cordially welcomed though making only their customary salutation. No other family in the world, of course, has a record of having lived for over 2,400 years in one place. Confucius died in his birth-place 2,385 years ago.

Four-fifths of the population of the little city that is hallowed by the dust of Confucius can trace their lineage to the philosopher. If the place is to be visited hereafter by the tourists, who will go to China in increasing numbers as transportation facilities improve, there should be some agreement as to the spelling of its name. It is spelled in two ways in the guide book referred to, and Legge, Williams and some other writer on Confucius have their own original transliterations for the name of his birthplace. Political reform in China should be accompanied by reform in the Occidental spellings of Chinese place names.

Sequestered among the mountains of Shantung, the town has been almost unattainable by foreigners; and even to-day few pilgrims, unsustained by firm purpose, will undergo the great discomforts of the journey there. Six days are required to reach the town from the rail-road at Tsingtau. The road is too bad for driving, and the choice is offered to the tourist between six days on a donkey or in a wheelbarrow. The place is called the Mecca of China, but many devotees from the Western world are likely to wait for the improvement of transportation facilities.

Some hours before the city is reached the visitor may see the large cemetery in which the remains of Confucius and his descendants repose. Near the top of a gentle eminence is a terrace to which a stone stairway gives access. The terrace is covered with flagging stones, not in the heat of repair, for the surface is uneven, and at the further side of the flagging opposite the stairway rises a tombstone of ordinary height, embedded in mortar between cross pieces of stone. The flat surface is covered with the inscription, and in front of it are a stone prayer stool and a handsome vessel in which incense is constantly burning.

This is the modest and simple tomb of the man who was deified by his countrymen and whose temples, reared for his honour and worship, may be seen in all the larger cities of

JAPAN-CHINA STEAMSHIP COMPANY.

In view of the brisk competition going on among the steamers engaged in the Yangtze navigation the Nisshio Kisen Kaisha (Japan-China Steamship Co.) has decided to execute a great improvement of its business as the first step of extension. As a result of the conference of its directors recently held in Tokyo it has been settled that the company's head office in Tokyo be removed to Shanghai and Messrs. Shiraiwa, Takenouchi and other directors will go to Shanghai in order to play an active part at the head office. As the company has a good deal to do with the Department of Communications, receiving a considerable subsidy from the state treasury, Messrs. Kondo and Nakahashi, Directors, will, on the removal of the head office to Shanghai, chiefly attend to the matters related to the government. As the company is an incorporated body of the Huanan, Taiwan, Nippon Yusen and Osaka Shosen S.S. Co., and the officials and clerks were all taken from those companies, the result is that in course of time there grew up party feeling among them throughout all the branches at Shanghai, Hankow, and others. Their antagonistic feeling is of late assuming an established form and naturally a bad effect is experienced on the business so that the unfavourable report of the company's business, though partly ascribed to the competition on the Yangtze-line, is as well attributable to the lack of union and harmony among its officials and clerks which is the vital principle for the prosperity of the company. Taking the opportunity of the removal of its head office the company is determined to effect radical reforms in this matter.

CHINA'S RESENTMENT.

While in an official sense the government of China has made good progress toward a peaceable and honourable adjustment of all differences with Japan, the character of the demonstration in Canton seems to suggest a feeling of deep-rooted resentment on the part of the Chinese people because of the Peking government's concessions to Japan.

This outbreak of popular wrath seems to have been called forth by the terms China finally assented to in the matter of the *Taipei Maru*, seized a little while ago by Chinese Customs officials; but behind the demonstration are other facts and other problems.

Railway rights, forest rights, salt mine rights, and other rights growing out of Japan's aggressions in Manchuria and Korea, are still matters of controversy, though some of these issues are now in process of satisfactory adjustment.

Of vital importance, because of sentimental issues involved, is the question growing out of the boundary dispute, though there is no reason to believe that this problem will not be solved finally without much difficulty.

Such exhibitions of popular indignation as citizens of Canton displayed over the terms of settlement in the case of the *Taipei Maru* will not help the present status, however, and, indeed, may tend to embarrass the orderly and calm negotiations now in progress. While there is much to be said in behalf of both countries with respect to each of the several controverted issues, it will be better for China, and better for Japan, if these questions are settled calmly, upon their merits, in the usual ways of diplomacy.—*Seattle Post-Intelligencer*.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of **COLD STORAGE** available at **EAST POINT**. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W.M. PARLANE,
Manager.

Hongkong, 22nd June, 1907. [61]

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907. [56]

CHARTREUSE

Chartreuse has never required, to be extensively advertised. Its ancient fame has always been and is still sufficient for its success. An increase of imitations has recently appeared and it is necessary to put consumers on their guard and remind them that Chartreuse—the incomparable liqueur—is only made and can only be made at the Grande Chartreuse, with the process which has commanded its success.

As a guarantee of its authenticity, Consumers are advised to insist upon seeing the label which should bear the well known signature and emblem.

CHARTREUSE

To Let.

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.
Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.
No. 8, Queen's Road West.
Hongkong, 30th March, 1908. [126]

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.
No. 3, CANTON VILLAS.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1908. [159]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.
Apply to—
A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 23rd March, 1908. [177]

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, late Hotel Baltimore, rent moderate.
First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.
ONE ROOM with Verandah and a SMALL ROOM on the Second Floor of No. 8 DES VOEUX ROAD CENTRAL, above our office, suitable for Business Premises or Dwelling.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 6th April, 1908. [257]

TO LET.

ONE FOUR-ROOMED HOUSE, in PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & Co., LD.
Hongkong, 21st March, 1908. [358]

TO LET.

OFFICES and **ROOMS** on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)
Apply to—
THE COMPADORE DEPARTMENT, Jardine, Matheson & Co., Ltd.,
Cantonment Road Central.
Hongkong, 24th February, 1908. [188]

TO LET.

HATHERLEIGH, CONDUIT ROAD.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOEUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.
HOUSES in WONG-NEI-CHONG ROAD.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th April, 1908. [60]

TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.
FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.
Apply to—
PERCY SMITH & SETH.
Hongkong, 16th December, 1907. [72]

Intimations.

LEE YEE

HAIR-DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 3rd September, 1907. [76]

NOTICE

THE Public are hereby informed that no change has been made in the Rates of subscription to the *Hongkong Telegraph* and they are warned against paying more than **TEN CENTS (10 CTS)** per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1907. [74]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by **PUBLIC AUCTION, TO-MORROW,** the 30th April, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, **SUNDRY VALUABLE HOUSEHOLD FURNITURE,** comprising—

DOUBLE and SINGLE IRON BED-STEADS and MATTRESSES, TEAK-WOOD WARDROBES with BEVELLED GLASS, OVERMANTLES with BEVELLED GLASS, SIDEBOARDS and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP WASHBASINS, DOUBLE TEAKWOOD WARDROBES with BEVELLED GLASS, TAPESTRY-COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, TIENTSIN CARPETS and RUGS, COOKING STOVE and UTENSILS, &c., &c.

ALSO
ONE UPRIGHT IRON GRAND PIANO by The Robinson Piano Co.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 29th April, 1908. [449]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by **PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON**

FRIDAY and SATURDAY, the 1st and 2nd May, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, **A LARGE ASSORTMENT OF JAPANESE CURIOS,** comprising—

CARVED CHERRYWOOD SOFAS, TABLES, CHAIRS, STANDS, MOTHER-OF-PEARL INLAID SCREENS and PANELS, SILK-EMBROIDERED SCREENS and PARASOLS, WALL HANGINGS, KINKOSAN SATSUMA VASES, BOWLS, CARVED-BRASS and BRONZE BOWL and VASES, IVORY CARVINGS, TORTOISE-SHELL ORNAMENTS, ARITA and MAKUDU WARE, OLD IVORY NETSUKES, INRO LACQUERED WARE, BUDDHAS and TEMPLE ORNAMENTS, OLD CLOISONNE VASES, &c.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th April, 1908. [448]

Public Company

THE HONGKONG ELECTRIC CO., LD.

NOTICE is hereby given that the **NINETEENTH ORDINARY GENERAL MEETING OF THE SHAREHOLDERS** will be held at the Company's Offices, St. George's Building, on **SATURDAY, the 2nd May, at 12 o'clock Noon**, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1908, and electing Directors and Auditors.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from 18th April to 2nd May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th April, 1908. [441]

Notice of Firm

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS GO.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed **AGENTS** for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907. [47]

THE NEW FRENCH REMEDY

TRADE-MARK THERAPION

This successful and highly popular remedy, used in

all Continental Hospitals by leading Doctors, is

now a medicine of the kind, and a well-earned

title, is being employed.

THERAPION No. 1 is a

valuable remedy for all cases of indigestion, flatu-

lence, and all other ailments of the stomach, and

is especially useful in cases of indigestion, flatu-

lence, and all other ailments of the stomach, and

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lence, and all other ailments of the stomach, and

Intimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY

SUPERIOR PALE DRY.

For Dozen - - - \$18.50

A VERY FINE WINE, POPULAR

THROUGHOUT THE FAR EAST.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th April, 1908.

BIRTHS.

On April 11, 1908, at Newchwang, the wife of W. F. HARLEY, of a daughter.

On April 20, 1908, at Shanghai, to Mr. and Mrs. ERIC MOLLER, a son.

MARRIAGE.

On April 21, 1908, at Shanghai, CLARA LOUISE MARVE of Portland, Oregon, U.S.A., to ALFRED LINDSAY BLECHYNEN of Shanghai.

DEATHS.

On April 28, 1908, at his residence, 30, Queen's Road, Captain GEORGE PARKER, aged 71 years.

On April 16, 1908, JAMES LIDDERDALE SCOTT, late of Shanghai, on board the P. & O. S. *Marmora*, between Port Said and Marseilles.

On April 21, 1908, at Shanghai, Miss JUDITH HAGSTROM, aged 33 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 29, 1908.

A CHINAMAN'S GALLANTRY.

Among the notable incidents of the circumstances attending the death of Mr. A. H. Rennie, none stands out more prominently than the gallantry displayed by the Chinaman who, at the peril of his life, attempted to rescue the deceased. It is on record that the second coxswain, a man named To Yau, followed Mr. Rennie overboard, without even waiting to secure the support of a life-buoy, and sought by every means in his power to bring Mr. Rennie back alive to the launch *Canada*. That he was not successful cannot in the slightest degree detract from the meritorious character of his action, which may be said to have been in direct opposition to the usual attitude of those Chinese who are imbued with native superstition. Whether it was a spontaneous impulse which prompted the attempt at rescue or whether it was the result of considered deliberation, matters not at all, although we may be quite certain that the second coxswain of the launch when he took the plunge had no personal thought of reward when he dived into the choppy sea at Lyceum Pier after his master. He did so on the spur of the moment, when everything might have led him to hesitate before endangering his own life, and his action could not have been more praiseworthy if it had been performed by an Occidental. It is, therefore, extremely desirable that his gallantry, which none doubt should be recognized in more than

ble fashion than has yet been done. Every one who has been in the Orient for any length of time knows perfectly well that there is a tradition among the uneducated class of Chinese which is in no way favourable to the rescue of drowning persons; rather the reverse, for instances innumerable could be adduced to show that the average Chinese are apt to incline to fatalism when a fellow-creature is in difficulties. On this occasion, however, a Chinese seaman rose superior to his environment and valiantly took his courage in both hands in the effort to save his master. If the Government of Hongkong fail in these circumstances to acknowledge the bravery of the coxswain who risked his life for one whom he would consider to be an alien and for whom he could have few considerations beyond those engendered by respect and esteem it will undoubtedly have failed in its duty as the guardian of British interests in this part of the world. It may not be that the exceptional gallantry of To Yau is worthy of being made the subject of representation to the Royal Humane Society, but it is unquestionably a matter which should be appreciated in Hongkong, where such examples of disinterested endeavour are far from common. And if the Government should see fit to reward this Chinese hero, the recognition should be made in no half-hearted fashion. These should be no hole-and-corner luncheon about it, no semi-private function at which the man is handed a medal along with a few perfunctory words of thanks. It should be a public function to which our Chinese fellow-subjects should be invited, and it might not be out of place to suggest that the European residents would be found to be willing to testify to their appreciation of the coxswain's action. At all events, it will be a slur on the community if To Yau's gallantry is allowed to pass without the acknowledged thanks of those who are in charge of the affairs of the Colony.

LOCAL AND GENERAL.

PROFESSOR Robert Koch has left Bremen for New York. After a stay in the United States, he proposes to visit Japan, China, and India.

THE *Booki* reports that the Japanese Government intends to establish a Legation in Chile. The appointment of a Minister will shortly take place.

WE have received from the Mitsui Bussan Kaisha a copy of the 43rd annual report of the Tokio Marine Insurance Company, Limited, for the year ending 31st December, 1908.

MAJOR G. M. FITZ M. SONDY, second in command of the 47th Sikhs, Tientsin, North China, has been transferred in a similar capacity to the 66th Punjab at Dargai and Chakdara.

A DECREE has been issued in Lisbon ordering the demolition of the old and unhealthy quarter in Macao known as the Chinese Bazaar, and the making of two great avenues in its place.

SENTENCE of death has been passed on 60,000 rats which inhabit the sheds and warehouses round Tilbury Dock and do such enormous damage. The massacre has begun, and should be completed in less than a month. The germ impregnated "Ratin" is being used.

A LANTERN lecture on the work of the Church Missionary Society in and around Hongkong, will be given in connection with the Juvenile Association of the Hongkong C.M.A., tomorrow (Thursday) evening, at 6 p.m., in the British School, Robinson Road, Kowloon, by the Rev. Arthur D. Stewart, M.A.

IP TIN, a barber, of 60, Queen's Road West, took himself across to Kowloon yesterday to help a friend do some work. He was sent to the Indian barracks to shave some of the men and while he helped himself to some of the soldiers' cooking utensils. He was caught red-handed. At the Police Court, to-day, he was charged with stealing two brass trays and a pot and, on pleading guilty, was given a month's hard labour.

A SIXTEEN-YEAR-OLD boy, by name Leung Lo, at one time residing at 19, Chinese Street, was, on the 6th instant, banished for five years, after serving a term in coal for theft. Leung was not the boy to be brow-beaten, however. He returned to the C. I. on his first steamer and hid himself until yesterday, when he was recognized by a *Lat ny* and marched to the Central Police Station. He appeared in the Police Court, this morning, and a sentence of three months' hard labour was pronounced.

Mr. John Adamson was at home to his friends at Sze's Studios on 28th ult., when a large number of Straits people attended to see his pictures of the present year. These included excellent portraits of L. dy Adamson and Mr. S. Gillfillan, both delineations receiving much commendation. The other portraits and a seascape were also shown, besides a photograph of the portrait of Mr. P. S. Hough, of Hongkong, which was despatched thither in January last, and is, we believe, destined for the Club.

WHILE measuring some land at Yau-mai-ti yesterday a certain well-known gentleman discovered that his \$10 umbrella (made in Japan), which he had stuck in the ground in order to carry out the work, had vanished. Like a streak of lightning the "Government man" made for the nearest Police Station, where he laid a complaint. We cannot vouch for the truth of the next statement, but we give it with reserve. "All the available men" in the station were turned loose to look for the lamp, which was eventually "discovered" in a pawnshop. Great rejoicings at Yau-mai-ti.

SIR Henry Blake was lately appointed a magistrate for co-Cor. Sir Henry and Lady Blake are settled at Myrtle Grove, Youghal, a picturesque place to where Sir John Pope Hennessy, another Irish Governor of Hongkong, also retired, and Sir Walter Raleigh resided.

On the morning of Thursday, the 9th inst., a.s. *Mimosa* came into Port. She is a British vessel of 2,197 tons, 325 h.p., owned by Messrs. Thos. Stephens and Sons, Captain, G. S. Bone. She came in for bunker coal only and is the first vessel which has called at Sandakan for this sole purpose. We hear she is taking 700 tons, and no doubt will find the coal as excellent for steam raising purposes as other vessels have done. — *B. N. Durio Herald*.

It is stated by a Tokio news agency that the negotiations between Count Hayashi and the English, American and French Ambassadors for the reciprocal protection of trade-marks in China and Korea are now nearly finished and conventions to this effect will be signed within a short space of time. Thereupon the preparations for an immediate exchange of ratifications will be made, in order that the conventions may be put into force at the earliest opportunity.

In response to an Imperial Rescript ordering the suppression of the opium-smoking habit among members in legations, the Chinese Ministers in St. Petersburg, Vienna and The Hague have telegraphed to the Waiwupu, stating that all the members of their respective legations are free from the habit. Regulations have been drawn up by the Ministry of the Interior for the annual reduction of the poppy acreage under cultivation. They will be submitted to the Throne for approval in the near future.

On Saturday next four of the most popular men in the Police Force leave Hongkong for the Homeland on a well earned holiday. These are: Inspector David Goulay, of No. 2 Police Station, Sergeant R. Macdonald and Detective Sergeant Grant, of the Central Police Station, and Lance-sergeant Fowler, of Bay View Station. They leave on the P. and O. liner *Devanha*. The good work these men have done during the last five years is too well known to our readers to need recapitulation, with them a pleasant passage.

ACCORDING to the latest information in hand the probability is that Dr. Joao Paulino d'Azevedo Castro, the present Bishop of Macao, is to be the successor of Dr. Valente, late Patriarch of the East Indies. This Prelate was born at Lages do Pico, Azores, on the 4th February, 1852, and consecrated Bishop on the 19th December 1902. He was a student in the University of Coimbra when the late Dr. Valente was one of its Professors. Bishop Castro is a Doctor of Divinity and is a man of remarkable intelligence and capacity for administration. He was recommended twice by the late Patriarch for appointment as His Grace's Co-adjutor. He is now in Lisbon to recruit his health.

TAOTAI LIU, Director of the Chinese Mining Company at Laiyuan, has received back all the properties of the Peking Syndicate at Pingtingchou and other places in Shansi and so the interests of the British concessionaires in that Province are now entirely safeguarded. By permission of the Chinese Government the Company is advertising in the native journals in North China for the subscription of Tls. 5,000,000 to enable the syndicate to work coal and iron mines at Pingtingchou. The shares are offered at Tls. 100 each. In order to carry out the policy of the people of Shansi, the shares are only negotiable among Chinese subjects. The share list closes at the end of April and the amount has now been over-subscribed, chiefly by Shansi bankers. The company has engaged a native mining expert as Chief Engineer, at a salary of Tls. 600 per month with free quarters and an allowance \$10 per day travelling expenses when he goes out to report upon mineral prospects. This Chinese engineer was first educated in England and has been employed in mining operations in the United States during the last twenty years. The company has ordered machinery from Europe and the iron foundry will be established with a capital of Tls. 1,000,000. The reason why this Company did not experience difficulty in raising capital this time lies chiefly in the highly satisfactory condition of the shares of the Taching-ying Hong or National Bank of China — *N. C. D. News*.

A GOOD deal of discussion has been going on lately both in shipping circles and shipping journals as to the relative merits of Chinese crews and European crews of steamers, more especially as regards stowhold complements. Shipowners generally find it an absolute necessity to employ Asiatics in tropical climates. Europeans are unable to stand the hot climate, and consequently are continually being put into hospital, and in some instances have to be brought home. Contrary to the general statements made by the Unions, the cost of Lascars or Chinamen exceeds that of a European crew, an instance is given where a European crew of 27 habits cost £115 10s. for wages and victualling per month. The figures for 30 Chinese hands come to £126 10s., and for 57 Lascars to £223 17s. 6d. Employment of Chinese is therefore not due to decrease in cost, but there is an ultimate saving, because of the efficiency with which the work is done, more especially in the engine-room. The test applied is that of efficiency, and shipowner after shipowner is found affirming that having once tried a Chinese crew he would not go back to a British crew. The Chinese are stated to give steamers improved speed, owing to their better fitting, while at the same time their tractable and sobriety tend to make life on board more comfortable. Some shipmasters assert they would rather give preference to their own country men if they could, but that they are sick and tired of drunkenness, desertion, and insubordination. Not only do the Chinamen seem to save masters from all sorts of trouble ashore and afloat, but it is also alleged to their favour that they keep the ships in better condition.

THE Japanese Boycott. ADVENT OF THE JAPANESE SQUADRON. VICTORY, CHANG AND THE SQUADRON. To its issue of this morning, the Chinese journal, *Sheng Po*, has an interesting despatch from its correspondent in Canton regarding the reported advent of the Japanese squadron to Canton. According to the information gathered by our up-to-date contemporary it is learnt that Viceroy Chang apprehends disturbance by the ignorant populace in the event of the Japanese squadron paying a visit to the Southern capital at the present juncture. The Viceroy has, therefore, placed himself in communication with Mr. Uyeno, Consul for Japan at Canton. The Viceroy pointed out to the Consul representative his fear that there might be an outbreak by the lawless section of the population, hence His Excellency urged the expediency of a naval visit on the part of Japan at the present time. The Japanese Consul is stated to have replied that the forthcoming visit of the Japanese squadron is devoid of any political significance. It is made merely in the ordinary course of Naval routine. There was nothing to prevent the cruise from being carried out. Ultimately, the following understanding was arrived at between the Viceroy and the Japanese Consul. The larger vessels attached to the Squadron would remain at Hongkong while the smaller cruisers would proceed to Canton. If it is desired that marines should land during the cruisers' stay in port, they will be permitted to do so in the daytime only and then in limited numbers. While ashore the marines will be provided by the Chinese Government with a military escort for their personal protection. No landing of men will be permitted after nightfall. The arrangement is agreed upon with a view of not disturbing the harmonious relations between the two Governments.

MARINE PRODUCTS IN CANTON.

[From Our Own Correspondent.]

Canton, 28th April.

The merchants dealing in marine products called a meeting in their Guild hall yesterday and passed a resolution to the effect that they will stop the purchase of Japanese marine delicacies from the 1st day of the 4th moon (the 2nd proximo). As there is at present still a large quantity of Japanese marine products remaining on their hands, they cannot stop the sale on the same day, so they agreed to extend the sale by ten days more in order that they might be able to be relieved of the entire stock. This latter resolution applied to marine products only. They also agreed to impose a fine of \$500 on any offender, when found committing a breach of the agreement. To replace the Japanese goods they have increased their stock of native produce.

The Guild notified the Nam Pak Hong in Hongkong of the resolution adopted by the meeting. Similar notification was made to Fatshan, Shek Luog, Chao Tsuo, Kongmoon and Salnam.

FLOUR MERCHANTS' PARTICIPATION.

NO CARGO FOR N. Y. K. STEAMERS.

Chinese merchants in Hongkong are boycotting the Japanese Nippon Yusen Kaisha line of transpacific steamships operating between Seattle and the Chinese metropolis. The first intimation of this move on the part of the Chinese merchants came on Friday in the form of a cablegram received by the Hammond Milling Company, reports the *Seattle Post-Intelligencer* of March 29. The cablegram was brief, simply stating "make no more shipments via the Nippon Yusen Kaisha."

The cablegram was from one of the largest flour and grain merchants in Hongkong. Directions to cease shipments via the Japanese steamships have not as yet been sent to shippers on this side from any other port except Hongkong. C. A. Peplow, manager of the Hammond Milling Company, at Seattle, believes that the cablegram received here is a part of the boycott movement started against Japanese goods on account of the incident of the *Tatsu Maru*.

It is expected that if the boycott keeps up on the other side it will not be long before all Chinese flour and grain merchants, particularly at Hongkong, will order a boycott against the Nippon Yusen Kaisha.

A very large proportion of the flour and wheat shipments between Puget sound and the China ports has, in the past, been made on the Japanese boats. This business has been keenly sought, and on account of the good service rendered by the Japanese transportation company it has succeeded in securing a large part of the carrying business as far as flour and wheat is concerned.

The boycott against the Nippon Yusen Kaisha is of interest to local millers and shippers more than to any others in the Northwest, since the steamships of that line do not load much grain or wheat at ports other than Puget sound.

ITS EFFECTS ON JAPANESE TRADE.

In its today's (April 16) issue the *Maitschi* publishes some observations on the probable effects on Japanese trade of the Canton boycott. The movement, it remarks, appears to be gradually extending in the Canton and Hongkong neighbourhoods and the tendency is for it to spread throughout South China. Japan's exports to South China (not including Hongkong) included copper, copper, and slippers, but the total in 1907 was only ¥1,710,000 and in 1907 ¥1,600,000, so that Japanese trade will not be seriously affected by the boycott as far as South China is concerned. The case is some-

what different with regard to Hongkong. The Japanese exports to that place in 1906 amounted to ¥22,000,000 and in 1907 to ¥24,500,000. Part of them, however, were destined for the Straits Settlements, India, Annam, Siam and other countries. Moreover, a large part of the exports were dealt with by merchants not of Chinese nationality. In fact the exports sent into the interior of China through Hongkong by Chinese merchants amount to less than half the total, and should the boycott unfortunately be prolonged, Japanese goods would doubtless be imported through Shanghai instead. Nevertheless, if the trade with Hongkong becomes dull, the influence of that circumstance will be more or less seriously felt. The exports to Hongkong of Osaka goods are very small and are mostly dealt with direct by Japanese, Indians, or Swiss, but such articles as towels, umbrellas, matches, beer and marine products, which have been exported through Chinese merchants, would be considerably affected. — *Kobe Herald*.

A HONGKONG DIVORCE CASE.

HUSBAND'S CLAIM FOR DAMAGES.

In the Supreme Court, this forenoon, a very important point of law was raised and argued as to whether an aggrieved husband could, in Hongkong, recover from a co-respondent damages for alleged misconduct with his wife. This point was raised as the result of an action brought by Captain T. A. Mitchell against Mr. John Lemm to recover the sum of \$10,000 as damages for alleged improper conduct with his wife, and \$15,175.43, being special damages incurred by the plaintiff in connection with the divorce proceedings.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff. Mr. M. W. Slade, instructed by Mr. Harston, of Messrs. Evans and Harston, represented the defence.

The statement of claim was read thus:—The plaintiff is a master mariner in the employment of the Indo-China Steam Navigation Company, Limited, of which Messrs. Jardine, Matheson and Company, Limited, are the agents in this Colony.

2.—The defendant is an architect of 64, Queen's Road Central.

3.—The defendant, on the 12th and 13th days of October, 1904, and on the 11th and 12th days of December, 1904, and on divers other dates, before and after the said dates, did wrongfully, wickedly and unjustly debauch and carnally know one Henrietta Maud Mitchell, being the wife of the plaintiff and bearing his name.

4.—In consequence of the said misconduct of the defendant with Henrietta Maud Mitchell, the plaintiff took legal proceedings in the First Division of the Court of Session, Edinburgh, Scotland, against the said Henrietta Maud Mitchell, his wife, praying for a divorce from her on account of her misconduct with the defendant.

5.—Eventually, namely, on the 7th day of November, 1906, and after evidence as to the misconduct had been taken on commission in Hongkong, the Court found that improper conduct between the defendant and Henrietta Maud Mitchell, had been proved, and pronounced a decree of divorce against Henrietta Maud Mitchell accordingly.

6.—The costs which the plaintiff has either paid or become legally liable to pay of and incidental to the said divorce proceedings amount to the sum of \$15,175.40. The plaintiff, therefore, claims: (1) Payment by the defendant to the plaintiff of the sum of \$10,000 as damages for the improper conduct of the defendant, and also payment by the defendant to the plaintiff of the sum of \$15,175.40, being special damages incurred by plaintiff in connection with the divorce proceedings.

The statement of defence read:—The defendant admits paragraphs 1 and 2 of the statement of claim.

7.—The defendant denies that on the dates in the statement of claim mentioned or on any other date or dates he did debauch or carnally know Henrietta Maud Mitchell.

3.—In answer to paragraphs 4 and 5 of the statement of claim, the defendant denies that he was guilty of any misconduct with Henrietta Maud Mitchell and says that he was not a party to the divorce proceedings, and is in no way bound by any decree made in the divorce proceedings.

4.—The defendant does not admit that the plaintiff has paid or has become legally bound to pay any costs of or incidental to the said proceedings or that the costs amount to \$15,175.40, or any sum nearly as great.

5.—The defendant will object that the statement of claim discloses no cause of action in respect of which the Supreme Court of Hongkong has no jurisdiction.

Mr. Slade submitted that this was a trial of law—a hearing of the application made by the defendant that the point of law raised by paragraph 5 of the statement of claim may be set down for trial. He would argue on the question of law in place of the old demurrer. He was demurring the statement of claim to show that they had no cause of action in the Supreme Court of Hongkong. The case against the defendant was for damages only. He was not a party to the divorce proceedings.

The Chief Justice—He was not a party? Mr. Slade—No.

Mr. Pollock—He could not be made a party as he was out of the jurisdiction of the Court of Scotland. It was purely a common law action, Mr. Slade proceeded, after quoting authorities at length, and he remarked that the Court had no jurisdiction to entertain the claim.

Mr. Pollock contended that the Ordinance did apply to the case and that the Court had jurisdiction to deal with the matter. A man, he stated, had his remedy in the Courts of England for damages by suing in the divorce court and he thought it was not fair that a man should be robbed of his rights here. The Chief Justice reserved his decision.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

A NAVY FOR CHINA.

PROGRAMME FORMULATED.

[By courtesy of the "Sheng Po"]

Peking, 28th April.

The Ministry of War has decided upon the re-establishing of a Navy for China.

The programme, which has been formulated to give effect to the decision, embraces the following projects, viz:—

- 1.—The establishment of naval bases.
- 2.—The building of warships.
- 3.—The training of men for the vessels.
- 4.—The drawing up of rules and regulations for the guidance of officers and men.
- 5.—The establishment of an office for the Admiralty.

The initial provision for the cost of the scheme has been fixed at ten million taels.

The money is to be raised by the Ministry of War and the Board of Revenue conjointly.

EMPEROR KWANG SU.

STILL ILL.

[By courtesy of the "Sheng Po"]

Peking, 28th April.

The Emperor has not quite recovered from his recent illness.

On the 1st day of the 4th moon, Prince Chun will perform the usual ceremony, on behalf of His Majesty, at the ancestral worship.

NATIONAL BANK OF CHINA.

THE NOTE ISSUE.

[By courtesy of the "Sheng Po"]

Peking, 28th April.

The Board of Revenue has instructed all the Provinces to pass the notes issued by the National Bank of China.

Certain highly interesting and important correspondence has just taken place between M. Siffert, Consul-General for Belgium and Senior-Consul, and His Honour, Tsai Nai-huang, Shanghai Taotai, relative to a question which affects the entire community very closely, namely, the Chinese bank notes in circulation in the Settlements, and the stability of the establishments which issue them. M. Siffert inquires, on behalf of the Consular Body, whether the Chinese Government guarantees any of these notes or not, and also if there are sufficient funds deposited in the Government treasury by the Banks to redeem all the notes which they issue. The Senior Consul further intimates that the Consular Body intends to confer with the Chamber of Commerce on this important subject, and would also be very glad to accept any assistance or co-operation which the Chinese authorities might feel moved to tender for the purpose of securing full and prompt information in the matter. His Honour the Taotai has so far only formally replied to this communication from the Senior Consul, but later on, when the inquiries which he, in response to the letter, has set on foot, relative to the banks which issue the notes now in circulation, their resources, standing, etc., are completed, he will, answer M. Siffert's letter as fully as the importance of the occasion demands. — *Shanghai Times*.

PARLIAMENT FOR CHINA.

EARLY ESTABLISHMENT CONTEMPLATED.

[By courtesy of the "Sheng Po"]

Peking, 28th April.

In view of the numerous memorials submitted by the Provincials throughout the Empire, praying for a Parliament, Prince Pu-Lun has decided to accede to the people's wishes by fixing an early date for the institution of a Parliament.

His Highness held a conference the other day with other officials on the subject.

CHINESE IN SOUTH AFRICA.

SPECIAL COMMISSIONER TO TRANSVAAL.

[By courtesy of the "Sheng Po"]

Peking, 28th April.

The Waiwupu has telegraphed to the Viceroy at Canton inquiring whether H. S. Chang Jen-chun has despatched Taotai Lum Lok Chun to Transvaal on a special mission of inquiry.

The Viceroy has replied to the Waiwupu in the negative.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

PROPOSED CHINESE BANK.

TWO HUNDRED MILLION DOLLAR CAPITAL.

[By courtesy of the "Shuang Po"]

Peking, 28th April.

The merchants of Shansi Province propose to establish a Bank with branches in the five Continents.

The subscribed capital has been fixed at two hundred million dollars.

ANTI-OPIMUM CAMPAIGN.

PROHIBITION IN THE IMPERIAL COURT.

[By courtesy of the "Shuang Po"]

Peking, 28th April.

The Empress Dowager has strictly prohibited the members of the Court from smoking opium under penalty of heavy fines.

[Reuter's.]

The Cruise of the American Fleet.

London, 27th April.

Canada has invited the American Pacific fleet to visit Columbia.

The Funeral of the Late Prime Minister.

The King has directed that the flags on Government buildings be half-masted to-day, on the occasion of the service in Westminster Abbey.

The Prince of Wales will represent the King and Queen.

Later.

The Memorial Service at Westminster Abbey.

Westminster Abbey was thronged at the Memorial Service to the late Sir Henry Campbell-Bannerman, and there was an enormous crowd outside.

Three carriages filled with flowers headed the procession from Downing Street to the Abbey.

The Prince of Wales, all the Cabinet Ministers, the leading Politicians, Ambassadors, Ministers and M. Clemenceau were present.

The King in Stockholm.

King Edward, replying to the toast at a banquet, said he entirely concurred with King Gustav's favourable views concerning the Baltic and North Sea Agreements, and that he was confident they would materially conduce to the peaceful development of the Northern countries and the maintenance of an everlasting peace.

PORTUGAL'S FINANCES.

COLONIAL POLICY OF THE COUNTRY.

According to the official Note on the state of the Portuguese finances drawn up by the Minister of Finance, the fact ought to be taken into account that the Government has left attached to the cheque-book, or makes use of, only for guarantee of temporary loans, an important number of bonds of the authorized interior debt (193,000 contos).

The exact amount of the consolidated debt in circulation would be therefore at the date of January 1, 1908—

Interior debt.....	Contos.
.....	338,000
Exterior debt.....	194,000

Total amount....., 532,000

Or a little more than three milliards francs, reckoning the conto de reis at its nominal gold value (5,000 francs).

The most interesting point of that memorandum is the one relative to the absence of special Colonial debt. The expenses for railways and other colonial public works have been paid by the mother-country. This latter holds, in return, 200,000 shares of the Beira Company, 115,000 of the Zambezia Company, 90,000 of the Mozambique Company, 60,000 of the Mossamedes Company, etc.

The memorandum points out, moreover, that the Portuguese State possesses in Europe 8,025 kilometres of railways, and builds 125 of the same; finally, that it has taken charge of an important part of the debt of the town of Lisbon, and the greater part of the considerable works of the improvement of the ports of Lisbon and Leixões (Porto).

On 18th prox. Lieut-Colonel and Brevet-Colonel F. E. Keat, Royal Garrison Artillery, commanding that arm in the Hongkong Garrison, will go on half-pay on the completion of five years as a regimental lieutenant-colonel. Colonel Keat has been most popular since he took over the command of the garrison companies at Hongkong and the services for the defence of this place have been largely improved under his supervision. He served in the Merv Expedition, 1882, and in the South African War, including the fighting at Natal, Transvaal, and Orange River Colony, his services being recognised by mention in despatches. Queen's medal with three clasps, and King's medal with two clasps.

The Amending Bill.

PROPERTY OWNERS' RECOMMENDATIONS.

ADOPTED BY GOVERNMENT IN PART.

Another meeting of the Committee of the Chinese Commercial Union was held this afternoon to consider the Public Health and Buildings Ordinance Amendment Bill. At the meeting a letter was read from the Hon. Dr. Ho Kai transmitting notes of the proceedings at meetings held of the architects, on behalf of the European and Chinese property owners, and Government officials. From these notes it is learnt that most of the recommendations, in the direction of amendments to the various clauses in the draft Bill, had been adopted by the Government. The conference will thus have the effect of paving the way to the passage of the Bill through the Legislative Council, which will consider the second reading of the Bill to-morrow.

CANTON DAY BY DAY.

ANTI-OPIMUM CAMPAIGN.

[From Our Own Correspondent.]

Canton, 28th April.

The Canton Anti-opium Society has recently engaged twenty extra officers to be sent out daily to inquire about the opium smokers in the different quarters in the city and to arrest any one found smoking without the necessary license.

A weiyuan was sent by the Canton authorities to Fatsien to inquire into the amount of prepared opium sold daily by the opium dealers in that town, and he has now reported that the quantity sold there is about 500 taels a day.

THE VICEROY'S TOUR.

A Weichow telegram states that H.E. the Viceroy, on a tour of inspection, to the East River, arrived at the Weichow Prefecture at 2 p.m. on the 26th instant.

RAILWAY AFFAIRS.

As the Canton Nine Charitable Institutions have refused to take up the responsibility of collecting the second call of subscriptions at \$1.50 a share for the Canton-Hankow Railway Company, a meeting was held yesterday in the Company's offices where the Provincial Treasurer, the Provincial Judge, the Kwangchow Prefect and some others were asked to be present for the purpose of discussing the best measures to be taken for the collection of the subscriptions. In case of failure to arrive at satisfactory arrangement, it is expected that trouble in connection with the Company will be revived.

LAUNCH OF A P. AND O. STEAMER.

The P. and O. Company's 6,000-ton express steamer *Salvatore* was successfully launched from Messrs. Caird's yard at Greenock on and inst. She has been designed for the Company's Bombay-Aden line, and will make the fortnightly connection at Aden with the outward and homeward Australian steamers, thus alternating with the fortnightly through steamers to and from Bombay for the maintenance of the company's weekly passenger service to India, which, under the new mail contract, has been recently accelerated. Before making her maiden voyage in the mail service in October next she will be despatched on two pleasure cruises—to Russia in August and to the Adriatic in September. P. and O. hulls are usually painted black with a white band, but as the *Salvatore* is to be continuously employed in the tropics she will be white. The new vessel is 440 ft. in length, 53 ft. in breadth, and has a moulded depth of 31 ft.; her internal arrangements, outside the engine-room, will consist almost entirely of passenger and post-office accommodation, her cargo space being inconsiderable.

A FOREMAN'S DILEMMA.

THE ACTIONS OF A VIRAGO.

Wong Kiu is a woman who nurses a grievance. And on account of this her only bad point, a happy home, was broken up yesterday. Miss Wong resides at Causeway Bay, and, until a week ago, got ten cents a day carrying earth for a contractor. Somehow or other, but through no fault of her own, of course, was discharged by the foreman cooie—a married man residing at Yee Woo Street—who stated that Miss Wong was inefficient, which she denies. Had she not worked hard for her ten cents? However that may be Miss Wong was told to quit. Yesterday afternoon, accompanied by several young friends of hers, she called at the foreman cooie's house and asked to see him. The foreman's better half opened the door and invited her in. No sooner had Miss Wong stepped her foot in the house than things began to happen. She rushed into the sitting room and, picking up a stool, flung that into the street. Then followed a water bucket and a little later two tables came flying out into the street. Having cleared out all the furniture Miss Wong, it is reported, then made an attempt to pull the partitions down, but failing this, she hurled some nice words at the amazed foreman, and left the house. A policeman met her at the foot of the stairs and triphantly removed her to the station. Miss Wong made her debut in the Police Court to-day, in answer to a charge of doing malicious damage to \$8 worth of property. She was fined \$4. Curious to remark there is another woman nursing a grievance too—and that is the foreman's wife, who believes that there is some "love pigskin" behind it all, and no matter how hard the unfortunate foreman may try to alter that opinion we are afraid it won't wash.

THE chief quartermaster of the division at Manila announces that the opening of the bids for additional repairs on the transport *Luzon* which was postponed would take place on April 24 at 11 a.m. This postponement was necessary, as additional work has been added to the estimated repairs which must be figured in the bids.

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL REPORT.

The annual general meeting of the Hongkong Horticultural Society will be held in the music room of the City Hall, at 5.15 p.m. to-morrow. Following is the annual report:—

The committee beg to present their third annual report on the work of the Society.

Two Shows were held during the year, a chrysanthemum show on the 14th November, 1907, and the Annual flower and vegetable show on the 26th and 27th February, 1908. Both shows were held in the Botanic Gardens.

CHRYSANTHEMUM SHOW.

There were 54 entries by 24 exhibitors in 24 classes. 19 prizes were won between 6 exhibitors. The Peak flowers for which special classes had been arranged were a failure, no prizes being awarded. The net cost of the show was \$323.95.

FLOWER AND VEGETABLE SHOW.

Year.	Entries.	Exhibitors.	Classes.	Prizes Won.	Number of Exhibitors Winning.	Highest number of prizes won by one exhibitor.
1907	651	55	134	110	34	31
1908	422	43	102	140	29	19

The Chinese Market gardeners again failed to exhibit in the vegetable classes specially set apart for them, and it is proposed to omit these classes in the next Schedule.

The judging of the general exhibits was done by Messrs. J. Barton, D. W. Craddock, S. T. Dunn, and W. J. Titcher. Of the gardens by Messrs. J. Barton, S. T. Dunn, L. Gibbs and H. H. Gompertz, and of the table decorations by Mrs. Pollock and Mrs. Turner.

The winter show was not a favourable one for flowers, the early part being unusually wet and warm and the two months before the show having much more than the average rainfall. A very fair show of flowers was however produced. Some of the special features being carnations shown by Mr. Looker, some very fine roses given by Mrs. Makeham at Pokfulam and primulas shown by Mr. Choa Leep Chee. And among the vegetables some broad beans put in as a special exhibit by Sergt. Kerr.

The net cost of the show amounted to \$431.45.

The thanks of the Society are due to the following who kindly presented prizes or gave contributions to the prize fund:—H. E. Sir Frederick Lugard, H. E. Major-General Broadwood, Sir Paul Chater, Mrs. Ho Tung, Mrs. Turner, Messrs. J. Barton, "Chan" Sin Kee, Choa Leep Chee, D. Donahoe, S. T. Dunn, Fung Wai Chun, L. Gibbs, Ho Kom Tong, Ho Tung and H. E. Tomkins. Also to the Police Department who supplied constables to take charge of gates during both shows and to the Botanical and Forestry Department for assistance in staging the exhibits.

From the statement of accounts it will be seen that the year's working resulted in a loss of \$68 3/4. It will be seen however that without the expense of the Chrysanthemum show the Society would have been about \$50 to the good on the year's working, but it should be noted that \$100 of this belongs properly to the previous year. The committee have decided not to hold a chrysanthemum show in the autumn as the attendance at the last was exceedingly poor and the funds of the Society do not admit of the necessary expenditure.

The membership shows a satisfactory increase, the ordinary members now number 108 as against 66 at this time last year.

On the 21st March, Sir Paul Chater kindly invited the members of the Society to visit his garden in Conduit Road and several availed themselves of the privilege.

In accordance with rule 4 the committee retire but, with the exception of Mrs. Brown and Mrs. Turner, offer themselves for reelection.

EXPLOSION AT SINGAPORE.

AN OIL SHIP BLOWN UP.

A few minutes after eight o'clock last night, reports the *Singapore Free Press* of 23rd inst., an alarming explosion, the sound of the detonation extending all over the Tanjong Pagar as far as Neil Road, and even reaching to town.

The alarm reached town of a fire at Keppel Harbour, and the Brigade turned out, as well as the brigade attached to the Docks.

The dock steamer *Varuna* also turned out and came from Tanjong Pagar and in a very short time a large number of jets were playing on the tanker.

The hull had come in to port at the beginning of the week with a cargo of benzine, which of course had been discharged before she went into dock, which was on Monday. No one was actually working on board her at the time, but Chinese coolies were at work on the hull outside, scraping her ready for repainting. The explosion occurred in the centre tank about the bridge deck and was obviously of vapour remaining over from the cargo, which, when mixed with air, forms an explosive of highly destructive power.

A hissing sound was first heard, followed by a deep rumbling explosion, which caused a shock like an earthquake, shaking all the houses in the neighbourhood, disturbing the ornaments on tables &c. and extinguishing the electric light at the P. and O. Wharf. Clouds of smoke arose from the vessel, and great apprehension was felt of further explosions.

The hatch above the hold in which the explosion took place was blown right over the blacksmith's shed, a distance of a hundred yards to the port side. Fortunately it fell without doing any damage. The whole of the starboard side of the vessel amidships was blown out, down as far as the water line. On this side a large plate was blown into the engine shop, and also fortunately without doing damage. The bridge, upper structures, and boats suffered severely, being shattered near the stern of the explosion. Part of the hatch combing was

hanging over on the port side, and one boat is lying in the bottom of the Dock.

THE WRACK BY DAYLIGHT.

April 24.

To the full particulars we were able to give our readers yesterday of the alarming explosion on board the oil tanker *Tancarville* while in dry dock at Keppel Harbour, there is very little to add.

Seen by daylight the vessel is a terrible wreck; a mass of twisted steel and iron-work, with the starboard side of the vessel ripped open to the keel, the deck apparatuses and gear strewn about, some of the heavier pieces of machinery which had been rent from the vessel having been collected from all round the dock.

The injured men turn out to be only two in number, and no essential details beyond what appeared yesterday have been disclosed.

A prudent reticence is observed as to THE CAUSE OF THE EXPLOSION.

and as to how it came about that the hull was allowed to go into dock, with the dangerous fumes of the petroleum hanging about her. We have, however, come across a passage in a standard book on petroleum which, if it had been brought to the notice of the Dock Authorities, would probably have considerably exercised their minds as to the propriety of taking her into dock at all. The work in question is "Petroleum and its Products" by Sir Boverton Redwood, the recognised authority on these matters. In Vol. I, in the chapter dealing with the transport storage and distribution of Petroleum, we come across a remarkable passage, which is worth quoting verbatim.—

On the 11th of May 1894 an explosion occurred on the ship *Tancarville*, which had shortly before discharged a cargo at Havre, and was in dry dock at Newport, Mon. The vessel had been under repair for twenty days when the explosion took place. From an examination made by the author, on the same day, it would appear that the explosive force had been mainly localised on the port side of the water ballast tank, immediately forward of No. 1 oil tank, and had been exerted principally upwards and aft. Before the work of repairing was commenced, the oil tanks were cleaned by a jet of water and were afterwards dried with sawdust and cotton waste. They were ventilated by wind-sails, before, during and after fumigating. The water ballast tank had not been used since October 1893, as a cargo tank, but it was asserted that while a cargo of crude oil was being discharged at Havre, in Feb. 1891, some one from the shore opened a valve, and allowed a quantity of oil to flow into the ballast tank. The suction pipes were so arranged that the water could not be drawn from the ballast tank beyond a depth of 44 inches from the bottom. After discharging her last cargo, the ballast tank had been filled with water, but if an attempt had been made to displace the oil by water, and cause it to overflow into the tween decks, a considerable quantity of oil would have been cyphered between the beams and the upper part of the tank and prevented from flowing away.

On the morning of May 11th men were sent into No. 1 oil tank, adjoining the water ballast tank already referred to, to clean up some oil, which had leaked in through a defective rivet hole in the bulkhead separating the tank in question, and the work of repairing in the tank was then continued. As some workmen were cutting a thread, with a view to replacing a defective rivet, by a screw-plug, a tongue of flame appeared to issue from the hole. The flame then seemed to recede and immediately a violent explosion occurred, killing four men, injuring others who were in the tank, and killing a carpenter who was in the tween decks on the port side of the bunker space. This explosion was undoubtedly due to the ignition of a mixture of air and petroleum vapour in the ballast tank, but the actual cause of the ignition was not explained.

Now the similarity of the two explosions on board the *Tancarville* is remarkable. The same vessel; a cargo recently discharged; in dry dock; under repair; a hissing sound followed by an explosion; and wrecking of the ship.

In reporting upon the *Tancarville* accident the inspectors of the Board of Trade suggested that "When repairs require to be carried out in a vessel which has been carrying petroleum, there should, in our judgment, be a formal handing over of the vessel to those by whom the repairs are to be undertaken and a certificate given that the tanks and all dangerous places, have so far as practicable, been adequately cleaned and ventilated and rendered free from risk of explosion or fire. If from any cause a complete certificate of this sort cannot be given, then it should be clearly notified which of the spaces have not been cleaned and are still dangerous.

We leave it to the responsible authorities to say whether this definite recommendation was known to them, or their experts, and whether the certificate recommended was given. If it were necessary in a May morning in fourth Wales, what can be said about it being necessary in a tropical climate like Singapore, where there is a constant temperature of 80 F. or more during the day? And where the workmen employed on the repairs are ignorant Chinese?

There have been too many accidents from petroleum and its products in the Eastern Seas of late years for the questions raised to be buried. The case of the *Tancarville* second explosion ought to have the definite effect of making the Government cause such an enquiry to be made, and such regulations to be passed, as will make reasonably safe this very dangerous trade. It is not only a question for the Straits Government, but also for the Home Government, both acting in conjunction with the Dutch Government, and any other country that owns oilships and oil fields.

THE TEST FOR VAPOUR.

The author to which we have already referred, in volume II, describes and illustrates in the Redwood Vapour Testing apparatus. In essence it consists of passing the air in which vapour of petroleum is suspected of being present, over a hydrogen flame, which shows a flame-cap corresponding to the percentage of petroleum vapour. A collector is used to obtain the air from the suspected place, either directly, or by means of a suction tube.

The apparatus is well-known and reliable, and we should not be surprised if the Government Analyst had one in his possession. The point, obviously to be made is, that petroleum ships, petroleum storers, and operations connected with the preparation, storage, or transport of petroleum, should be subject to expert examination and certification.

To-day's Advertisements.

HONGKONG CLUB.

NOTICE.

DURING the absence of Mr. C. H. GRACE on leave, Mr. JAMES CRAIK has been appointed ACTING SECRETARY.

H. P. WHITE, Chairman.
Hongkong, 29th April, 1908. [455]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5.15 P.M. for the purpose set forth in the notice posted in the Hall of the Club.

By Order,
JAMES CRAIK, Acting Secretary.
Hongkong, 29th April, 1908. [456]

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By Order,
JAMES CRAIK, Acting Secretary.
Hongkong, 29th April, 1908. [457]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee's Goods will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Victoria.
From Persian Gulf, ex B.L.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.
Hongkong, 29th April, 1908. [458]

POSTAL AGENCIES IN CHINA.

Mr. Henric Heaton asked the Secretary of State for Foreign Affairs: Whether the Government of Hongkong is saddled with the financial as well as the administrative responsibility of carrying on British postal agencies at the principal treaty ports of China; whether the British Government will in future share these expenses and losses, in view of the fact that Great Britain shares the profits from these services; whether the British community at Tientsin have been required to guarantee \$7,500, the estimated loss on the working of the British postal agency at Tientsin during 1908; and whether the \$7,500 is treated as revenue in the Hongkong Government accounts, the Colonial Government being required to pay upon it the 20 per cent. military contributions, notwithstanding that it represents a loss.

Mr. Churchill: The Hongkong Government has for many years carried on the British postal agencies in China, and has hitherto derived from them a profit in which the British Government has not shared. As will be seen from Sub-head D of the Post Office Estimates, it received a grant of £400 per annum from the British Government in respect of them, out of which £100 represents an allowance to the Colonial Postmaster-General for increased responsibility. The British Municipal Council at Tientsin have guaranteed a sum of \$7,500 to meet the anticipated deficit on the agency of that port during 1908, and under present arrangements any sum so paid would be treated as revenue for the purpose of assessing the Hongkong military contribution. As I informed the honourable member for Streteford on March 12 the question of the maintenance of these agencies is, however, under consideration.

JAVA SUGAR IN INDIA.

The *Pioneer* remarks:—We have more than once noticed the extraordinary increase in the imports of Java sugar into India; and the shipments during 1907 were larger than was anticipated even by those who have carefully followed the rapid development of this new trade. From the report of the British Consul at Batavia it appears that the past year was a singularly favourable one for production, as the monsoon rains were good. The total output was 1,144,000 tons, or an increase of nearly 100,000 tons over that of 1906. It is remarked that "systematic and scientific cultivation, the rational and frequent application of fertilisers, a careful selection of the cane, based on the experience of past years, coupled with the best possible attention to the prevention of cane disease, were the chief factors which under the above-mentioned propitious weather conditions, went to bring about this satisfactory state of affairs." A new variety of cane has also been discovered which is said to combine a prolific growth with a very high percentage of sugar. In these circumstances it seems only too likely that Java sugar will continue to be sent in increasing quantities to the Indian market, unless something can be done on this side to rehabilitate a rapidly declining industry.

Intimations.

THE ROBINSON

PIANO CO., LD.

ARE OFFERING AT

VERY LOW PRICES

A FEW

HIRE PIANOS IN

Excellent Condition.

NEW SUPPLY OF

TALKING MACHINES

ON

EASY PAYMENT SYSTEM.

Large Selection of RECORDS.

FURTHER SUPPLY OF THE

"MERRY WIDOW"

Waltz.

NOW ON HAND.

4-11-1908, 29th April, 1908. [459]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	9.30 a.m.	Every 15 minutes.
9.30 a.m.	11.00 a.m.	Every 15 minutes.
11.30 a.m.	12.45 p.m.	Every 15 minutes.
12.45 p.m.	1.15 p.m.	Every 15 minutes.
1.15 p.m.	1.45 p.m.	Every 15 minutes.
1.45 p.m.	2.15 p.m.	Every 15 minutes.
2.15 p.m.	3.00 p.m.	Every 15 minutes.
3.30 p.m.	5.00 p.m.	Every 15 minutes.
5.00 p.m.	8.00 p.m.	Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half-hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days.
RATUNGS.
Extra cars at 3.15 p.m., 11.10 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 4th June, 1907. [460]

F. BLACKHEAD & Co.,

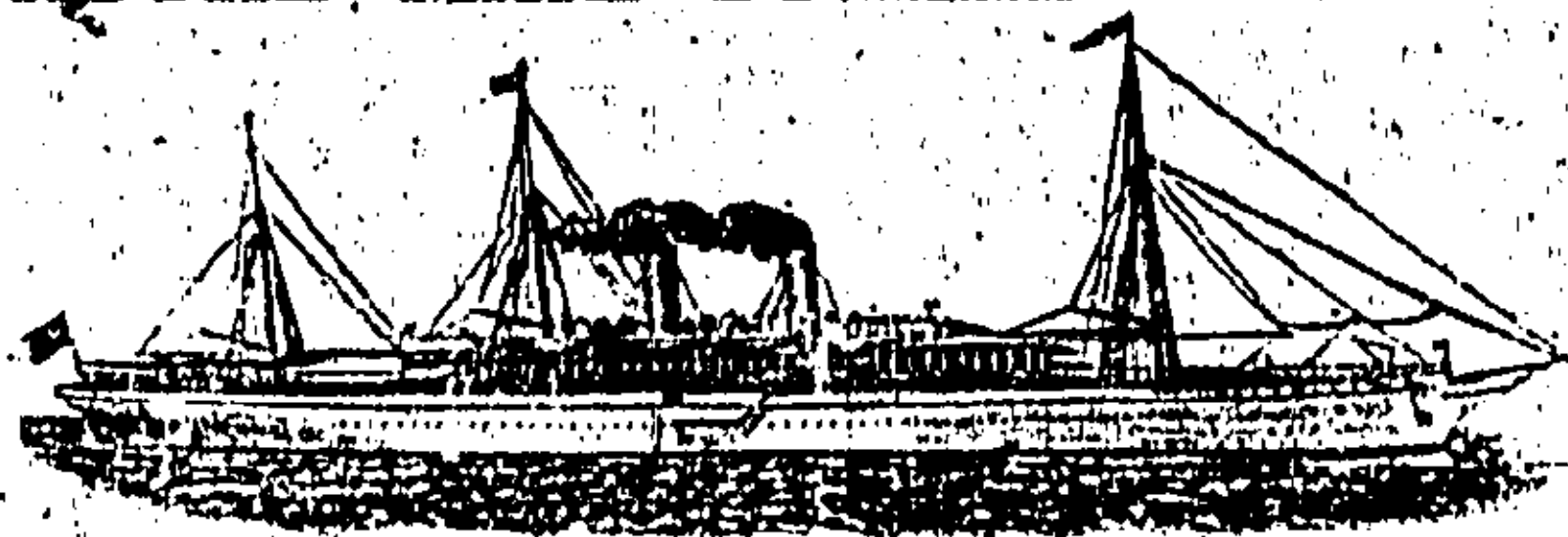
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days! OCEAN TRAVEL. 11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	5,000	THURSDAY, May 7th	May 25th
"GLENFARG"	3,700	WEDNESDAY, May 20th	June 18th
"EMPEROR OF CHINA"	5,000	THURSDAY, June 4th	June 22nd
"LENNOX"	3,700	WEDNESDAY, June 17th	July 16th
"EMPEROR OF INDIA"	5,000	THURSDAY, July 2nd	July 20th
"MONTEAGLE"	5,163	WEDNESDAY, July 15th	Aug. 8th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPEROR" steamships depart from Hongkong at 4 P.M., S.S. "MONTEAGLE," "EMPEROR," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New "Empress" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 32 days, from YOKOHAMA, and 29 days from HONGKONG. Hongkong to London, 1st Class, via S. Lawrence River Lines or New York £71.10. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, via S. Lawrence £40. Via New York £42. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent. R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to HONGKONG, 29th April, 1908. D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steamship On

SHANGHAI	WINGSANG	THURSDAY, 30th April, Noon.
MANILA	YUENSANG	FRIDAY, 1st May, 4 P.M.
MOIJI	HOP-SANG	FRIDAY, 1st May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	KUT-SANG	SATURDAY, 2nd May, daylight.
TIENTSIN, SWATOW & CHEONG	CHEONG-SING	SATURDAY, 2nd May, Noon.
SHANGHAI	CHOI-SANG	SATURDAY, 2nd May, Noon.
SGAPORE, PENANG & CALCUTTA	NAM-SANG	SATURDAY, 2nd May, 3 P.M.
MANILA	LOONG-SANG	FRIDAY, 8th May, 4 P.M.

RETURN TOURS TO JAPAN. Occupying 24 Days.

The steamers Kutsang, Namang and Fookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang, For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers. Telephone No. 61. Hongkong, 29th April, 1908.

CHINA NAVIGATION CO., LIMITED.

For Steamship To Sail

SHANGHAI	"SHAOSING"	2nd May, 4 P.M.
AMOY & SHANGHAI	"YINGCHOW"	3rd "
MANILA	"TEAN"	5th "
MANILA, ZAMBOANGA & AUSTRALIA	"CHINGTU"	11th "
YOKOHAMA & KOBE	"TSINAN"	23rd "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports. Reduced Saloon Fares, Single and Return, to Manila and Australia. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS. Hongkong, 29th April, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 2nd May, at Noon.
RUBI	1540	Almond	"	SATURDAY, 9th May, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS. Hongkong, 24th April, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast).

Steamship To sail

"LOWTHER CASTLE"	On or about the 31st May, 1908.
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For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents. Hongkong, 8th April, 1908.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "DEVANHA."

Captain T. H. Hyde, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on 13th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to F. J. ABBOTT, Acting Superintendent. Hongkong, 20th April, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "SATSUMA" ... 14th May, 1908

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 29th April, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOIJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Kumeric	6,232	Cowley	14th May, 1908.
Shammut	9,606	E. V. Roberts	3rd June.
Tremont	9,606	W. T. Garlick	19th June.
Suvaric	6,232	Shottong	14th July.

CHEAP FARES, EXCELLENT ACCOMMODATION. ATTENDANCE AND COUSINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shammut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

QUEEN'S BUILDINGS. Hongkong, 23rd April, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER. "KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4. Meals\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 4, Queen's Road West, Hongkong, 1st July, 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAICHING."

Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 1st proximo, at 10 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers. Hongkong, 27th April, 1908.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship "CLAN MACMILLAN"

will be despatched for the above Ports on the 7th May, 1908.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 21st April, 1908.

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "DENBIGHSHIRE"

will be despatched for the above Ports, on or about the 15th May, 1908.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 16th April, 1908.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Sizable. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., UNDERTAKEN AND EXECUTED.

SHEWAN, TOMES & Co., General Managers. Hongkong, 19th March, 1908.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 95 lbs. net \$3.35 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers. Hongkong, 28th April, 1908.

JAPANESE MASSAGE, F. KAWASAKI.

GRADUATE OF KOBE MASSAGE SCHOOL.

No. 360, PRAYA, EAST, WANCHAI, HONGKONG, Telephone 564.

TERMS:

SINGLE ENGAGEMENT (one hour).....\$ 2 ONE WEEK 10 ONE MONTH..... 30

Attendance at Patients' Residence. Hongkong, 31st March, 1908.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER

NEW REMEDY THERAPION

THE THERAPION NO. 1—A Sovereign Remedy for discharges, suppurating lesions, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THE THERAPION NO. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swellings of the joints, and all those complaints which surgery and sanatoria are popularly but erroneously assigned to cure. This preparation purifies the whole system, cleanses the blood, and thoroughly eliminates all noxious matter from the body.

THE THERAPION NO. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, distaste and incapacity for business or pleasure, loss of appetite, blood poisoning, indigestion, and all those ailments which are the result of disordered metabolism, easily cured by this remedy.

THE THERAPION NO. 4—A Sovereign Remedy for all those ailments which are the result of disordered metabolism, easily cured by this remedy.

THE THERAPION NO. 5—A Sovereign Remedy for all those ailments which are the result of disordered metabolism, easily cured by this remedy.

THE THERAPION NO. 6—A Sovereign Remedy for all those ailments which are the result of disordered metabolism, easily cured by this remedy.

THE THERAPION NO. 7—A Sovereign Remedy for all those ailments which are the result of disordered metabolism, easily cured by this remedy.

THE THERAPION NO. 8—A Sovereign Remedy for all those ailments which are the result of disordered metabolism, easily cured by this remedy.

THE THERAPION NO. 9—A Sovereign Remedy for all those ailments which are the result of disordered metabolism, easily cured by this remedy.

THE THERAPION NO. 10—A Sovereign Remedy for all those ailments which are the result of disordered metabolism, easily cured by this remedy.

THE THERAPION NO. 11—A Sovereign Remedy for all those ailments which are the result of disordered metabolism, easily cured by this remedy.

THE THERAPION NO. 12—A Sovereign Remedy for all those ailments which are the result of disordered metabolism, easily cured by this remedy.

HONGKONG AVERAGE MARKET PRICES.

Corrected 25th April, 1908 cts. per \$ Max.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	19
" Roast—Shiu	18
" Breast—Ngau Lam	15
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	18
" Sirloin—Ngau Lau	28
" Sausages—Ngau Yuk Chung	26
Bullock's Brains—Know	10
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	80
" Heart—Ngau Sum	10
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Keok	18
" Kidneys—Ngau Yiu	17
" Tail—Ngau Mei	17
" Liver—Ngau Con	12
" Tripe (undressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai-tau-keok	set \$1.00
Mutton Chop—Yeung Fai Kwai	22
" Leg—Yeung Pei	22
" Shoulder—Yeung Shau	20
Pigs' Chittlings—Chi cheong	23
" Brains—Chi Know	12
" Feet—Chi Keok	12
" Fry—Chi Chak	15
" Head—Chi Tai	18
" Heart—Chi Sum	7
" Kidneys—Chi Yiu	8
" Liver—Chi Kon	28
Pork, Chop—Chi Pai Kwai	23
" Corned—Ham Chu Yuk	1
" Leg—Chu Pei	23
" Fat or Lard—Chu Yau	18
Sheep's Head and Feet—Yeung Tau	50
" Keok	50
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	22
" Liver—Yeung Con	22
Sucking Pigs, To Order—Chu Chai	22
Suet Beef—Sang Ngau Yau	20
" Mutton—Sang Yeung Yau	24
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	28
Ducks—Ap	27
Doves—Pan Kau	17
Eggs, Hen—Kai Tan	19
Fowls, Canton—Kai	19
" Hainan—Hoi Nam Kai	30
Geese—Ngo	19
Geese, Wild Shanghai—Sheung Hoi Ye	19
Ngo	19
Musk Deer—Wong Keng	19
Hare—Tu Chai	19
Partridge—Che Khoo	19
Pheasant—Shan Kai	19
Pigeons, Canton—Pak Kup	19
" Hoihow—Hoihow Pak Kup	19
Quail—Um-Chun	19
Rice Birds—Wo Fa Cheuk	19
Saipe—Sa Chui	19
Turkeys, Cock—Fo Kai Kung	19
" Hen	19
Wild Ducks, Shanghai, Sui-ap	19
Teal, Shanghai, Sui Ap Chai	19
Wild Ducks Canton—Sang Shing Sui	19
Ap	19

FISH.

Barbel—Ka Yu	9
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	13
Carp—Li Yu	18
Catfish—Chik Yu	18
Codfish—Mun Yu	24
Crabs—Hai	16
Cuttle Fish—Muk Yu	16
Dab—Sa Mang Yu	14
Dace—Wong Mei Lun	14
Dog Fish—Tui Tu Sa	8
Reis, Congor—Hoi Man Yu	14
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Sin	24
Frogs—Tien Kai	24
Garoupa—Sek Pan	40
Gudgeon—Pak Kup Yu	12
Herring—Tso Pak	18
Halibut—Cheung Kwan Yu	24
Labrus—Wong Fa Yu	16
Loach—Wu Yu	10
Lobsters—Lung Ha	20
Mackerel—Chi Yu	14
Monk Fish—Mon Yu	24
Mullet—Chai Yu	20
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	15
Parch—Tau Lau	8
Filco—Fa Paw Poong	8
Plaice—Pan Yu	18
Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	22
Prawns—Ming Ha	44
Ray—Fai Pa Sa	9
Rock Fish—Sek Kan Kung	14
Shack—Chun Yu	14
Silurus, (Osteo), fresh water—Ma Yau	14

FRUITS.

Almond—Hung Yau	24
Apples, (California)—Kam San Ping	10
" (Chefoo)—Tia Chua Ping	10
" Small—Hoi Tong	10
" Custard—Fan Lai Chi	10
Bananas, fragrant, Canton—Sang Sheng	3
Heung Chiu	3
" (brides), Macao—San Heung Chiu	10
Chestnuts, Chinese—Foong Lut	10
Carambola—Yeung Tou	10
Cocanuts—Yeh Tse	10
Grapes—Sin Tai Tse	10
Lemons, China—Ning Moon	22
" Amer.—Kum San Ning Moon	16
Liches, Small Stone—Lai Chi Con	22
" Fresh, Lai Chi	10
Limes, (Saigon)—Sai Kung Ning	6
" Moon	12
Mango, Manila—Lui Sung Mong	12
Mango, Saigon—Sai Kung Moon	10
Mangosteens, San Chuk Tse	10
Oranges, Tim Chang	10
" Small—Tai Kut	10
" Mandarin—Tim Kut	10
Olives—Pak Lam	8
Passion Fruit	10
Pears, (American)—Kam San Shui Li	10
" (Canton), Cooking—Sa Li	10
" (Shanghai)—Sheung Hoi Li	18
Peanuts, Fa Sang	10
Persimmons, Large—Hung Chiu	10
Pine-apples, 1st quality—Sheung Poon	10
" 2nd quality—Sheung Poon	10
" Paw-law	10
" and cooking—Chung-tang	10
" Paw-law	10
Platans—Tai Chiu	10
Plums, Swatow—Hung Lai	10
Pumelo, Siam—Chim Lo Yau	14
Walnuts, Hop Tou	12
" Green—Sang Hop Tou	10
Shanghai Lo Kwai	10

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	6
Chi Chank	6
Beans, (French) Macao—Oh Moon Pin	8
Tau	8
Beans, (French), Shanghai—Sheung Hoi	8
Pin Tau	8
Beans, Sprout—Ah Chok	4
Beans, Long—Tau Kok	4
Beet Root—Hung Choi Tan	4
Brinjals, Green—Cheung Yuen Ker	4
Brinjals, Red—Hung Ker	4
Brassica—Pak Choi	4
Bamboo Shoots—Chook Shun	4
Cabbage, Chinese, com.—Kai Choy	4
Cabbage, Red—Kai Lan Tau	10
Cabbage, (Shanghai)—Yeh Choi	7
Cane Shoots, bunch—Kau Shun	4
Cauliflower, Large size—Tai Yeh Choi	4
Fa	4
Cauliflower, Medium size—Cheung Yeh	4
Choi-fa	4
Cauliflower, Small size—Sai Yeh Choi-fa	4
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	4
Celery, English—Yeung Kan Choy	4
Celery, White—Pak Yeung Kan Choy	4
Chillies, Dried—Con Lat Chiu	40
Red—Hung Fa	40
Green—Cheung Lat Chiu	40
Curry Stuff, English—Ka Leo Choi Liu	8
Cucumbers—Cheng Kwa	2
Bitter Squash—Fu Kwa	10
Garlic—Suen Tau	8
Ginger, young—Sun Tse Keung	10
old—Lo Keung	6
Horse Radish, Shanghai—Lik Kan	35
Indian Corn—Suk Mai	10
Lettuce—Yeung Sang Choi	4
Water Chestnuts—Ma Tai	6
Mandarin—Kwei Lum Ma Tai	6
Musk Melon	—
Mushrooms, Fresh—Sang Cho Kho	—
Onions, Bombay—Yeung Chung Tau	4
Green—Sang Chung	4
Shal—Sheung Hoi Chung Tau	6
Japan—Yai Poon	—
Okrozes—Mo Ker	—
Parsley, English—Yeung Un Sai	8
Grass Pea	—
Green Peas—Chung Tau	10
Potatoes, Sweet—Fan Shu	3
Shanghai—Sheung Hoi Shu	—
Tsai	3
Japan—Yai Poon Shu Tsai	3
American—Pa Ki	—
Foochow—Fuk Chau Shu Tsai	3
Maaco—Oh Moon	—
Pumpkin—Tong Kwa	4
Radish—Hung Lo Pak Tsai	3
Rhubarb	—
Shalots—Con Chung Tau	8
Spinach (Chinese)—Paw Choi	4
Spinach—Yin Choi	4
Tomatoes—Fan Ker	6
Taro—Wo Tau	3
Turnips, Puntel (Long)—Low Pak	4
English—Yeung Low Pak	3
Vegetable, Marrow—Chit Kwa	—
Water Cresses—Sai Yeung Choi	—
Callrops—Lau Kok	—
Lily Roots—Lin Ngai	—
Vams—Tai Shu	—
Sage	—
The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices given.	—
C. McC. MESSER, Secretary, Sanitary Board.	—

